



Christopher F. Nevins  
Chairman  
[Airlines]  
July 27, 2018 – April 23, 2022

Lorri E. Badolato  
Vice Chairman  
[Corporate Aviation]  
August 2, 2017- July 25, 2020

Thomas J. Malafronte  
Secretary  
[Airport Management]  
November 22, 2017- July 25, 2021

Garrett Miller  
[General Aviation]  
July 27, 2018 - April 23, 2022

William J. Moran Jr.  
[Airport Authority]  
November 22, 2017 – July 25, 2021

VACANT  
Vice Chairman  
[Aviation Association of New  
Hampshire]

Victoria F. Sheehan  
[Commissioner, NHDOT  
Ex officio]



**RSA 21-L:8**

Aviation Users Advisory Board (AUAB) was established in 1986. Members to the AUAB are appointed by the Governor as an advisory board to the director of aeronautics, rail and transit.

September 18, 2020

To: Aviation Users Advisory Board (AUAB)

The next meeting of the Aviation Users Advisory Board is scheduled for **Friday, September 18, 2020 via Zoom teleconference meeting at 10:00 AM.**

Join Zoom Meeting

<https://zoom.us/j/96745155532?pwd=TkVTVGFaN2xjaTRReVA1MIRHeGw0UT09>

Meeting ID: 967 4515 5532

Passcode: 887272

One tap mobile

+16465588656,,96745155532#,,,,,0#,,887272# US (New York)

+13017158592,,96745155532#,,,,,0#,,887272# US (Germantown)

Dial by your location

+1 646 558 8656 US (New York)

**Approval of Minutes- June 19, 2020**

- Chairman’s Comments
- Public Comment

**New Business**

**Effects of COVID-19 on Aviation and the State of NH**

- **CARES Act Funding to Airports- Bureau of Aeronautics Briefing -FAA Airport Improvement Program + Cares Act Funds**
- **Aviation Fuel Fees - Handout**

**Aircraft Registration Report to the Governor and Legislature**

**2020 Aviation Legislation**

- **HB 1182-with Amendment- Passed and signed by Governor - Flying Cars (Roadable Vehicle)**

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## AUAB Agenda- September 18, 2020

### Page 2

#### 2021 Aviation Legislation

- UAS definition and clarification RSA 422
- Add UAS Board Member to AUAB

#### Old Business

Airport Update- Handout

Executive Session – if necessary.

## **AUAB Meeting on June 19, 2020**

10:05 Meeting called to order by the Chairman Nevins

COVID-19 Notice of protocol for online meeting recited.

In attendance from the Board: Chris Nevins, Lorri Badolato, Garrett Miller, Bill Moran.

In attendance from the Bureau of Aeronautics: Patrick Herlihy, Tricia Lambert, Will Stanfield, Danielle Plant

Members of the public were in attendance: NH Senator Guida.

Reviewed the minutes. No questions were raised by the Board Members. Motion to accept the Minutes was made by Chairman Nevins, confirmed by unanimous roll call vote.

Comment by the public: Sen. Guida reported that the legislature has been meeting, with the Senate meeting on Tuesday, June 16, 2020, taking up a 350 page calendar of bills, with several hundred bills tabled. The "roadable aircraft" bill passed. There was no Committee of Conference in the House.

### **New Business**

#### Effects of COVID-19 at the DOT (Will Stanfield)

An Emergency Operations Center (EOC) is active – multiple agencies participating

EOC generally concerned with monitoring social distancing on public lands (parks, beaches, etc.); monitoring air patrols are extended into July 2020

Aeronautics Division: monitoring aviation and the impact of COVID; flight activity off 95% at first, but regaining somewhat now

Monitoring and reporting activities to Governor including sanitation measures, workforce impact, closures and cancellations, flight volume

Bill Moran reports that Civil Air Patrol performing air patrols to monitor public lands, including parking lot usage and concentrations of people using the land (beaches, parks, hiking trails); with current leaf coverage, hiking trails are no longer visible for monitoring from the air. Observations indicate social distancing rules being followed, and group size is mostly in conformance with guidelines as well (10 people max); 500+ pictures have been submitted to the EOC.

Sen. Guida: Aeronautics canvassing private aviation regarding activities (i.e. FBOs, charter operators)

Vice Chair Badolato: PlaneSense Inc. reported that initially flights were off by about 70%, but flight activity levels have recovered to about 70% of prior levels on average. Changing COVID activity in some states will continue to effect flight activity.

Board Member Miller: biggest issue at Hampton is enforcing social distancing, and the use of masks in the cockpit – in small aircraft social distancing is not possible; masks interfere with communication; flight instruction halted initially for about 6 weeks, but has resumed. Restaurant is open with good activity.

Tricia Lambert: Aeronautics has received a fair amount of calls, mostly about flight instruction and the difficulties of training safely in the cockpit.

#### Airport Operations:

Hawthorne Airport - Sen. Guida reports that the runway at is in terrible shape, with gaps and cracks in the pavement. He expressed concern that perhaps it be closed and inspected. Aeronautics has been inspecting the runway, and it has been written up. Tail draggers have a particular problem. It is a private airport so aeronautics cannot shut it down.

Laconia Airport – Board Member Moran noted that the traffic pattern changed to right traffic, presumably in response to noise complaints? FAA didn't communicate the change in advance, and the change went into effect before the updated charts were published. The new traffic pattern is now in the chart supplement and should be in the updated chart when it is published.

Manchester – Chairman Nevins reports that flight numbers are off. Delta reports that it took 6 years to recover from 9/11 flight interruptions, but that the recovery from COVID issues will take longer owing to customer confidence. Flights are down to about 5% of capacity out of New York. Delta to lay off 4000 pilots; United to lay off 7000 pilots starting in September. Sen. Guida reports that United initially predicted a 3 year recovery period from COVID impact, but now it doesn't know how long it will take.

#### CARES Act funding (Tricia Lambert)

Tricia Lambert provided handout materials. The CARES Act provided a lifeline to airports through four (4) different sources of funding.

Group 1 – 10% share normally paid by airports for Federal projects can be covered by this funding source.

Groups 2 & 3 – available to cover operational expenses (payroll, cleaning, utilities) of commercial service airports like MHT and Lebanon – actual costs submitted and reimbursed.

Group 4 – block grant for general aviation airports. All NIPIAS airports, so Parlin Field and Plymouth are both included. These funds are also for operations and maintenance at airports.

Aeronautics Division is busy working up programs to get funding distributed; airports need to apply for the grants, though. There is no expiration date for funding groups 2-4; NH has approximately 2 years to disburse.

#### Aviation Fees:

Registration fees are unchanged. Airway toll, though, has taken a big hit owing to drop in flying. With commercial flights out of MHT off 1/3 -1/2 since March, receipts on the commercial .05 cents/gallon will be way down for fiscal year ending June 30. The reduction in receipts will negatively impact the AIM

program (i.e. non-NIPIAS airport program) which will likely result in some projects not being fully funded.

#### UAS (Will Stanfield):

DOT is still pursuing a UAS implementation plan for use of UAS by the DOT; when and when not to use the UAS; coordination with other departments on how it may be used (i.e. inspections of roads and bridges)

DOT has acquired its first UAS which included a thermal camera.

NHDOT submitted comments on the NPRM for regulations regarding Remote ID for UAS

FAA streamed UAS meeting to the public.

Sen. Guida feels that legislative members should be added to committee working on UAS so that privacy, notice of use, notice of camera use and other matters can be discussed and addressed so as to better inform appropriate legislation as needed.

Tricia Lambert noted that the committee working up an implementation plan has been working on p guidelines, procedures and practices.

NHDOT has requested legislation to properly define UAS to ensure regulations as an aircraft, which helps limit local attempts to regulate airspace.

#### Current State Legislative Matters

HB 1182 initially dealt with OHRVs, but morphed into an omnibus bill with lots of add-ons because so many bills died in the House owing to COVID-19. Senate added onto this and other bills those provisions that did pass the house prior to the governor's stay at home order. Add-ons include 10 year plan, roadable aircraft, transportation network companies (UBER, Lyft, etc. to be charged by the airport the same access fees as taxis – FAA grants assurances issue – equal treatment)

HB 1222 to add a UAS member to the AUAB will likely not make it out of the House this year; status is not yet known.

HB 1517 related to roadable aircraft should go through the senate.

#### **Old Business**

Airport update handout provided to meeting participants and to GSAMA

2022-23 capital budget meeting via conference call is coming up – the call can be monitored by the public; Aeronautics has requested \$300k for fee tracking database upgrades (current database is 20 years old).

Operational budget in process – funding of bureau and airports.

Special fund - \$2,000 reserved for Alton Bay in 2021, but with COVID-19 it is unclear if Alton Bay will be opened (it did not open this past season owing to insufficient ice thickness. Balance of funds in that account are available for AIM project funding.

Airport projects:

Twin Mountain – improvement of west end of runway (AIM funding may be impacted)

Franconia – kicked off on turf project. Obstructions project starts in fall at north end of runway.

Hampton – Paving unpaved taxi lanes around hangars; awaiting hangar demolition and permitting.

Parlin Field – Equipment acquired – satisfied with the equipment; project closed.

Plymouth – taxi lane safety and obstruction removal (trees) causing wingtip damage issues. Taxi areas to be widened; stump removal is starting

Jaffrey – remove line-of-sight hazard (hump in the runway) by regrading and smoothing, then repaving. Engineering estimate for work was \$550,000 but has since been revised down to \$460,000-\$500,000.

Chairman Nevins thanked Aeronautics for making Zoom available for the meeting.

Tricia Lambert is hopeful that the September meeting may be in person, but further information will follow depending on the status of COVID-19 at that time.

The meeting was adjourned at 11:30 upon a motion by the Chairman and a unanimous roll call vote.

# New Hampshire Department of Transportation Aeronautics' Program Update

September 18, 2020 Quarterly Report  
Concord, New Hampshire

## FUNDING PROGRAMS

### AIRPORT IMPROVEMENT PROGRAM FUNDING (AIP and ABGP)

FAA authorization runs out on Sep. 30, 2023. The US House has passed HR 7617, a multi-agency FFY 2021 appropriations bill providing \$3.35B for AIP grants and \$0.5B in Supplemental Appropriations. The US Senate has not taken up the FFY 2021 FAA appropriations bill.

### CARES ACT GROUPS 1-4

On Mar. 27, 2020, Public Law 116-136, Coronavirus Aid, Relief, and Economic Security Act (CARES Act), was signed into law. It gives NPIAS airports various sums of money for operations and maintenance of airports (Groups 2-4) and to cover the non-federal share of FFY 2020 grant offers (Group 1)). NH airports have received \$15,224,474 in Groups 2-4 funds; NH airports anticipate receiving approximately \$1,517,722 in Group 1 funds. [\$16,742,196 in total]

### NEW HAMPSHIRE AIRPORT IMPROVEMENT AND MAINTENANCE PROGRAM (NH AIM Program)

The Bureau received nearly \$1.4M of project requests through pre-applications from NH's public-use airports were submitted through September 6, 2019. Approximately \$225K/year has been appropriated for this program as the NHDOT's 80% project share. In SFY 2020, two projects have been identified for funding, one of which will require SFY 2021 grant funds to make the project whole. As a result, no SFY 2021 solicitation will take place. The next project solicitation will be late summer 2021. Aviation fuel tax collections have been reduced due to the pandemic impacting grant availability.

### AIRCRAFT OPERATING FEE (AOF) RETURNS

RSA 422:361I requires the state to return \$250,000 of the AOF to public-use airports for use at those airports for aeronautical purposes. Airport sponsors must report tail numbers of all their based aircraft to NHDOT/Bureau of Aeronautics on a quarterly basis to maximize these AOF Returns. All FY 2020 AOF have been distributed.

### GRANTS TO AIRPORT SPONSORS

There continues to be no funding available in SFY 2021 for the 100% grants to airport sponsors program. Twenty-four airports qualified for this program when funding was available.

### AIRPORT PROPERTY TAX REIMBURSEMENT PROGRAM

Property taxes paid on the public-use portion of privately owned, publicly used airports qualified for an exemption under RSA 72:38 (eight airports are eligible). This program historically covered less than 100% of the eligible costs but continues

## PENDING NH LEGISLATION

There is no aviation-related legislation pending at this time.

### SFY 2022-23 NHDOT Capital Budgets

- NH Dept. of Administration budget review

### SFY 2022-23 NHDOT Operational Budget

- Internal NHDOT budget preparation

## REMINDERS

- Quarterly based aircraft lists are due to NHDOT by Oct. 31, 2020 to [danielle.plant@dot.nh.gov](mailto:danielle.plant@dot.nh.gov).
- Single Audit Act reports due for Jan.-Dec. fiscal year airports no later than Dec. 31, 2020.
- [www.SAM.gov](http://www.SAM.gov) registration reminder.
- Quarterly reports for AIP construction projects (FAA Form 5370-1) due to FAA by Oct. 31, 2020.
- Annual financial reports (SF 425) on open AIP projects due by Dec. 14, 2020.
- DBE Plans/Goal Updates are due to FAA Office of Civil Rights for non-primary and small-hub airports in NH by October 1, 2020.

## AVIATION NEWS

- NH AIM Program SFY 2021 is being used to fund SFY 2020 projects. No new SFY 2021 projects are being solicited at this time.
- NHDOT/Bureau of Aeronautics' staff continue to work from home, but our Aeronautics Program Supervisor and Account Clerk are physically in the office M-F from 8:00-4:00. All staff phone numbers will roll to their remote location phones for easy access.
- Due to the pandemic, most documents can be accepted electronically by NHDOT. When in doubt, please call.

**Aeronautical Special Fund Current Balance =  
\$6,968.36**

For more information:  
603-271-2552 [aeronautics@dot.nh.gov](mailto:aeronautics@dot.nh.gov)  
<https://www.nh.gov/dot/org/aerorailtransit/aeronautics/index.htm>

Several of New Hampshire's public-use airports continue to make needed improvements with local funds only. No federal- or state-funded projects have been issued at this time for:

**Alton Bay Seaplane Base**  
**Colebrook Airport**  
**Errol Airport**  
**Gorham Airport**  
**Newfound Valley Airport**  
**Hawthorne-Feather Airport**

Five of New Hampshire's public-use airports participated in the 2019 and 2020 NH AIM Program for state grant funds:

- **Franconia Airport** – Airfield Turf Improvements & Obstruction Removal [1/2 completed]
- **Twin Mountain Airport** – Airfield Pavement Maintenance [completed]
- **Hampton Airfield** – Construct Paved Taxiways [ongoing]
- **Parlin Field** – Acquire SRE [completed]
- **Plymouth Municipal Airport** – Obstruction Removal [completed]
- **Jaffrey Airfield** – Runway Safety Improvements [in G&C process]

**Portsmouth International Airport at Pease:** The airport is nearing completion of the 3<sup>rd</sup> of the 7 project phases of their runway rehabilitation project. Phased terminal building improvements are on-going.

**Lebanon Municipal Airport:** The airport improvements to their snow-removal equipment building, their runway needs study, terminal loop road/parking lot improvements, and SRE acquisition are all on-going.

**Dillant-Hopkins Airport:** The airport's Taxiway A reconstruction and extension bids were received and grant applications submitted. Subgrant offers are being prepared for the Taxiway A extension and related FAA Reimbursable Agreement, but funding for the Taxiway A reconstruction is still pending.

**Laconia Municipal Airport:** The airport has only punchlist items and grant documentation remaining on their construction of Taxiway E improvements. Their subgrant offer to carry out apron pavement maintenance efforts is in the G&C process.

**Mt. Washington Regional Airport:** The airport has designed and bid an obstruction lighting and are awaiting a subgrant. A subgrant for airfield pavement maintenance has been issued.

**Dean Memorial Airport:** A subgrant has been issued to the airport for a project to look at the feasibility of acquiring land to restore runway safety areas.

**Skyhaven Airport:** A subgrant for the design of terminal apron improvements is in the G&C process.

**Concord Municipal Airport:** The airport's terminal area study is on-going. A subgrant offer for the acquisition of SRE has been issued to the airport.

**Nashua Airport:** A subgrant offer is being prepared for the airport's construction of taxiway and taxiway improvements.

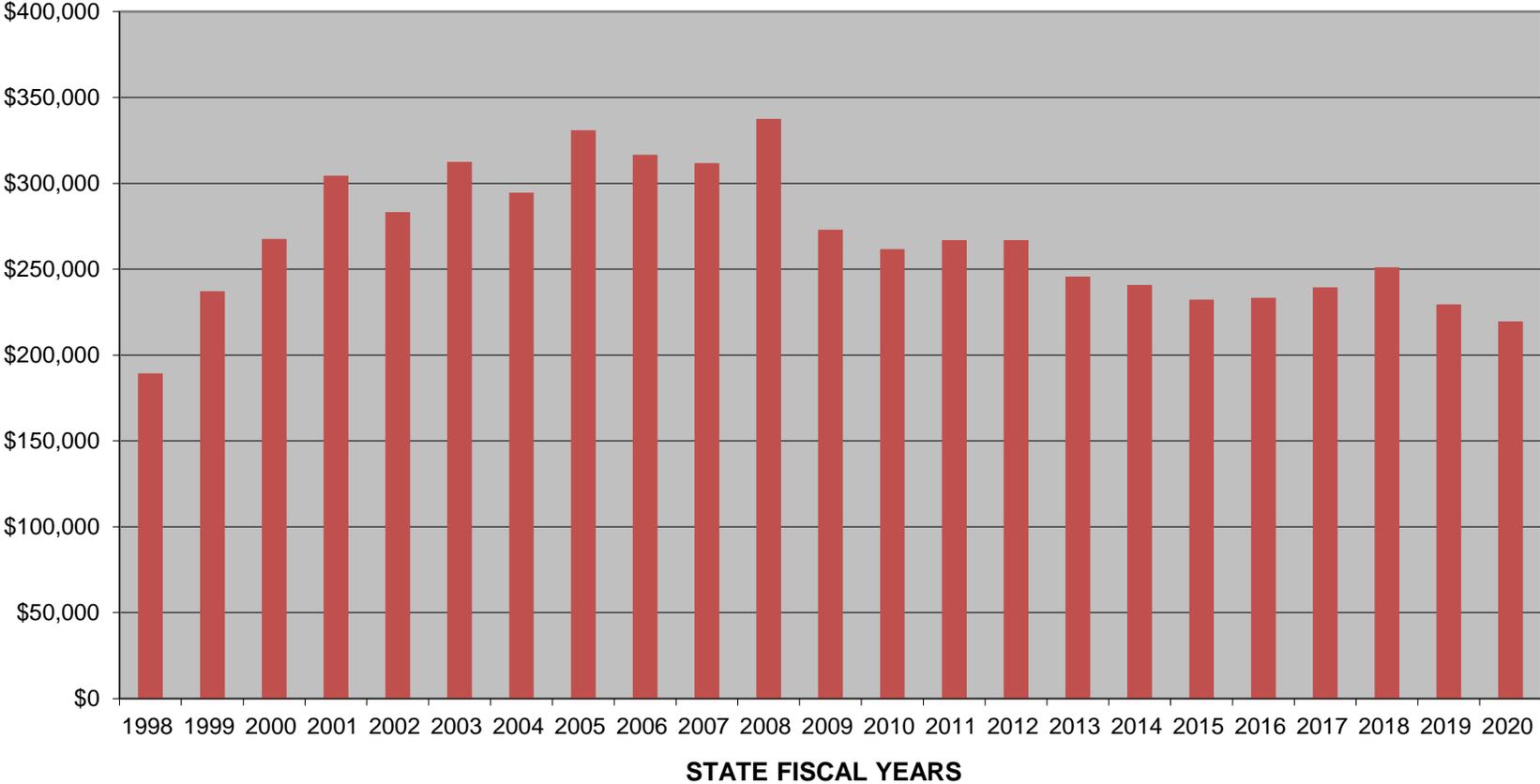
**Berlin Regional Airport:** The airport will be submitting a grant application for maintenance, repair, and lighting of their terminal apron.

**Claremont Municipal Airport:** The airport has made considerable progress demolishing the old existing hangar/terminal building and constructing the new terminal building. The airport preparing an airport master plan update and environmental assessment. The airport is nearing completion of the rehabilitation of their terminal apron. Easement acquisition and obstruction-removal projects have been scoped.

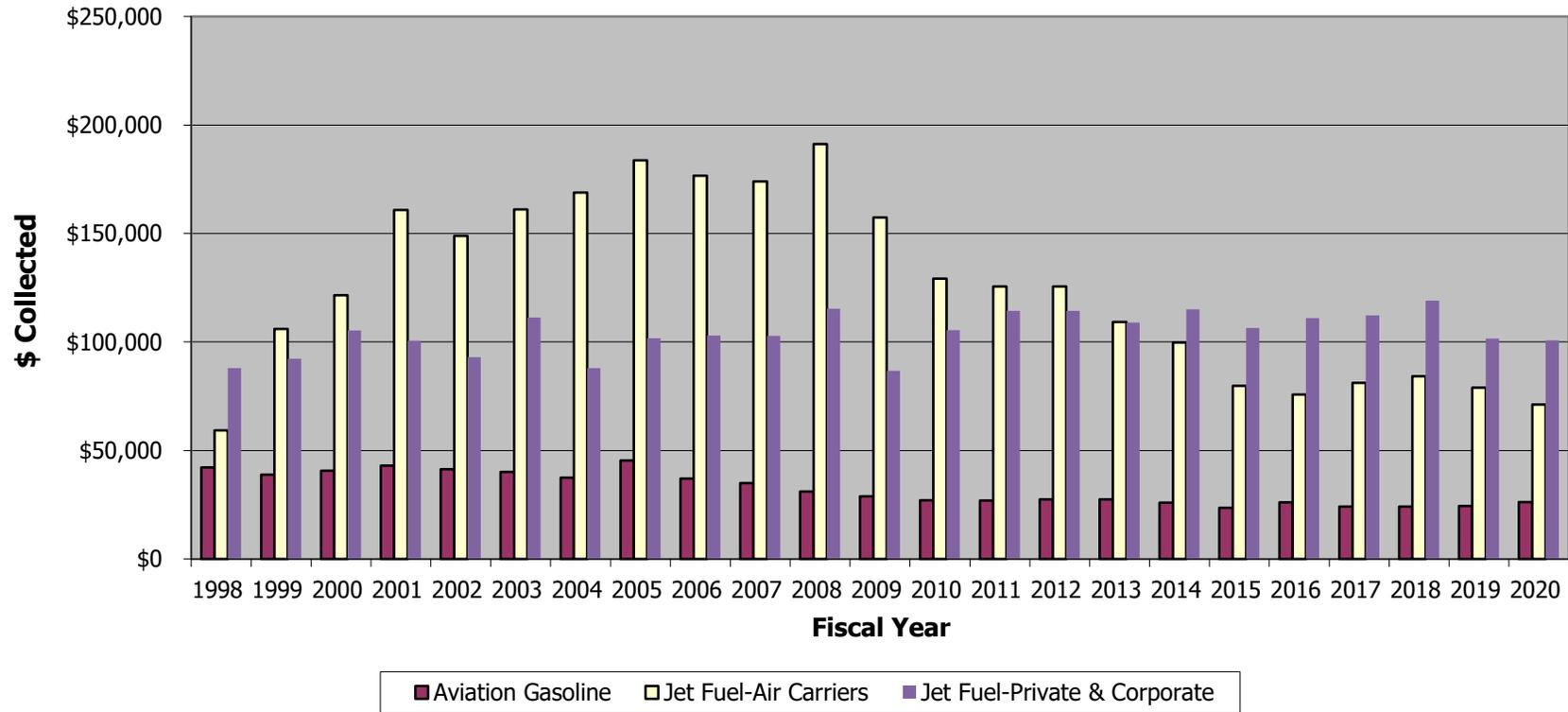
**Manchester-Boston Regional Airport:** The airport has on-going projects that reconstruct a portion of several taxiways, remove obstructions, address geometric/hot spot issues, replace terminal building/garage fire alarm systems, replace escalators, and acquire SRE.



### Total Aeronautics Fuel Dollars Collected

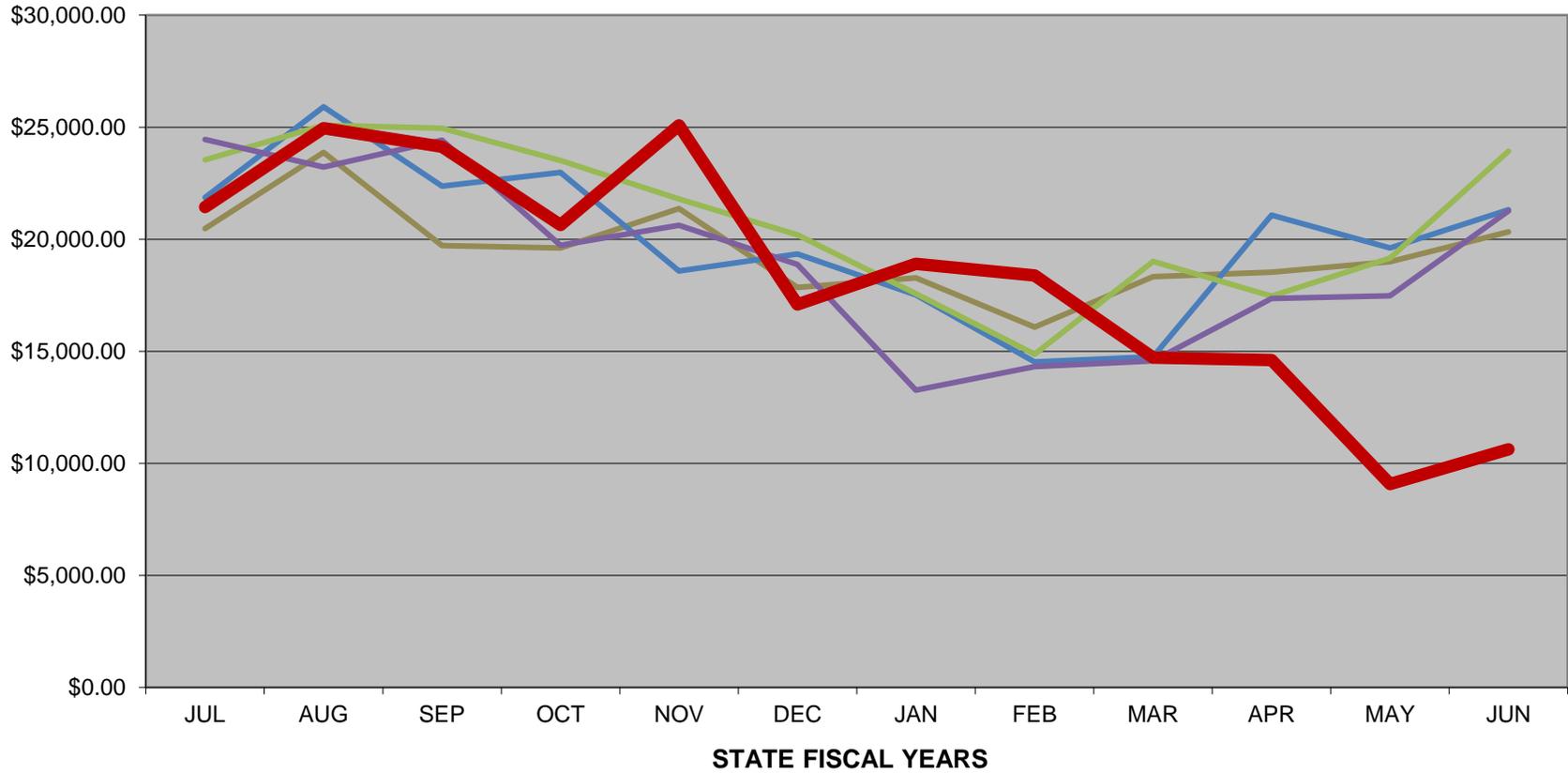


### Aeronautics Fuel Dollars Collected



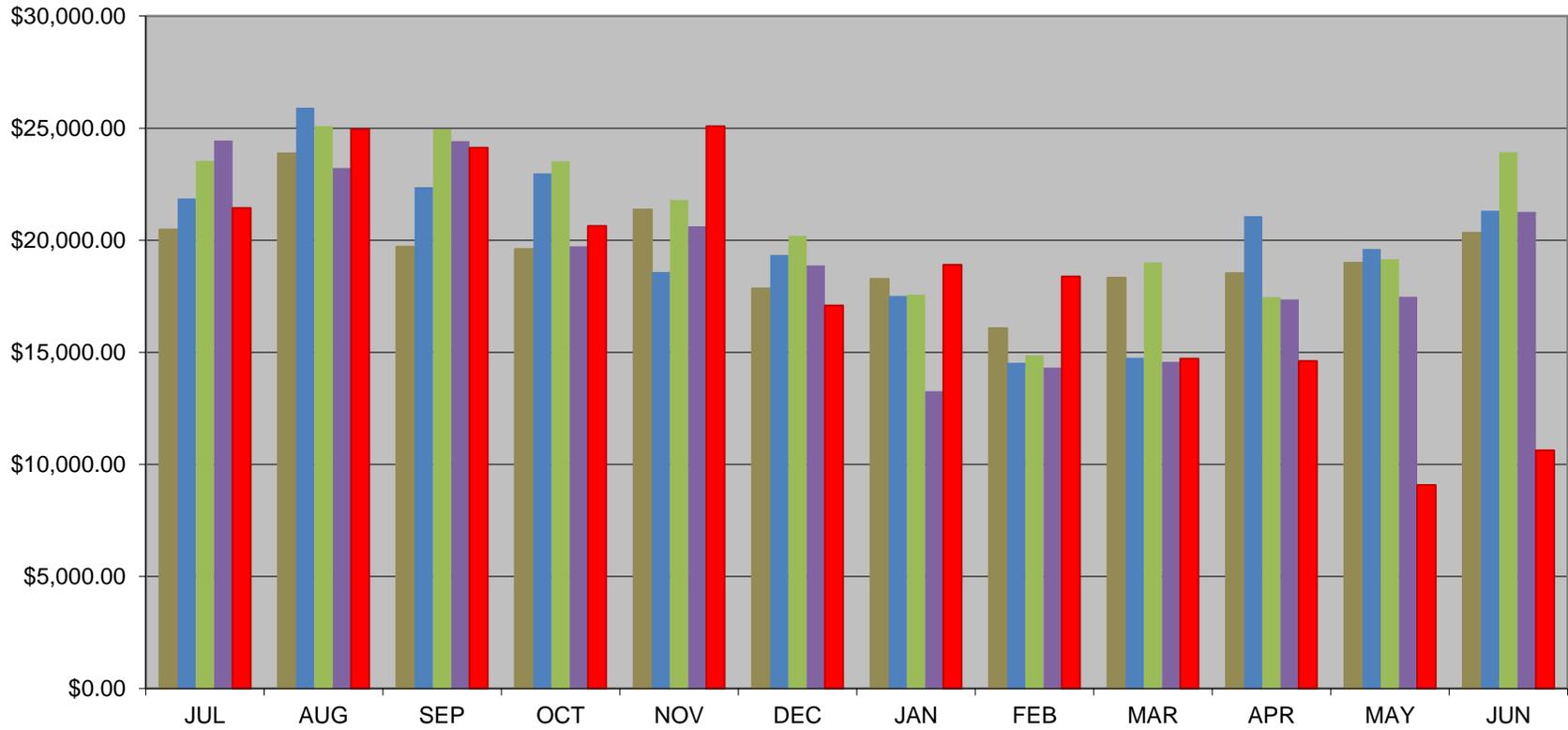
### Monthly Aeronautics Fuel Dollars Collected By State Fiscal Year

— 2016 — 2017 — 2018 — 2019 — 2020



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■ 2016 ■ 2017 ■ 2018 ■ 2019 ■ 2020







*Victoria F. Sheehan*  
*Commissioner*

**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



*William Cass, P.E.*  
*Assistant Commissioner*

Bureau of Aeronautics  
September 4, 2020

His Excellency, Governor Christopher T. Sununu  
Office of the Governor  
State House  
107 North Main Street  
Concord, NH 03301

**INFORMATIONAL ITEM**

In accordance with RSA 422:31-a Reporting by Commissioner, attached are the Department's annual reports for the period ending June 30, 2020 which are submitted for review by the Governor's Office, House and Senate Ways and Means Committee.

**EXPLANATION**

RSA 422:31-a Reporting by Commissioner reads as follows:

“On or before September 15 of each year, the commissioner shall certify in a report to the governor and the chairpersons of the house and senate standing committees on ways and means the following information: for the fiscal year just ended, the numbers of aircraft registered in each of the weight classes listed in RSA 422:31, III; operating fee revenues received by weight class; the numbers of aircraft by weight class that were based during the fiscal year at each of the airports open for public use; and a summary report showing the total numbers of such registered aircraft by weight class by year beginning with the fiscal year ending June 30, 2017. “

The attached spreadsheets provide the following information:

1. The number of aircraft registered and Operating Fee revenues received by weight class for SFY 2019 and SFY 2020.
2. The number of aircraft registered by weight class by airport for SFY 2017, SFY 2018, SFY 2019 and SFY 2020.
3. The number of aircraft registered by weight class for SFY 2017, SFY 2018, SFY 2019 and SFY 2020.
4. Summary breakdown of number of aircraft registered by weight class for SFY 2017, SFY 2018, SFY 2019 and SFY 2020.

The data was determined by the date the check was received by the Department. NH aircraft registrations are collected based on calendar year, not state fiscal year. The data for SFY 2019, on the attached spreadsheets, are based on a 12-month period from July 1, 2018 through June 30, 2019. The aircraft registration information provided includes 6 months of aircraft registered under the old

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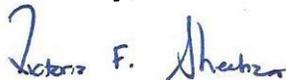
The data for SFY 2020, on the attached spreadsheets show the first full year of aircraft registration under the new rate formula below:

“III. An aircraft operating fee for each aircraft for which a state registration certificate is required. The amount of the fee for an antique aircraft, glider, or experimental aircraft shall be \$100. The amount of the fee for all other aircraft shall be based on the maximum certificated gross weight of the aircraft, as follows:

0-3,000 lbs. \$ 100  
3,001-8,000 lbs. \$ 250  
8,001-12,500 lbs. \$2,500  
more than 12,500 lbs. \$3,500”

I hereby certify to the best of my knowledge that the information submitted in this report is true and correct.

Sincerely,



Victoria F. Sheehan  
Commissioner

Attachments



*Victoria F. Sheehan*  
*Commissioner*

**THE STATE OF NEW HAMPSHIRE**  
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Bureau of Aeronautics  
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The Honorable Susan Almy, Chairman  
House Ways and Means Committee  
State House  
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Senate Ways and Means Committee  
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Victoria F. Sheehan  
Commissioner

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**NUMBER OF AIRCRAFT REGISTERED<sup>1</sup> AND OPERATING FEE REVENUES RECEIVED BY WEIGHT CLASS<sup>2</sup>**  
**SFY2019 - SFY2020**

Weight class	SFY2019		SFY2020	
	Number of Aircraft Registrations	Operating Fees Revenue	Number of Aircraft Registrations	Operating Fees Revenue
0 - 3,000 lbs.	165	\$ 26,200.58	158	\$ 17,019.25
3,001 - 8,000 lbs.	136	\$ 136,026.20	147	\$ 36,942.32
8,001 - 12,500 lbs.	63	\$ 241,298.98	56	\$ 134,583.33
over 12,500 lbs.	56	\$ 436,895.39	63	\$ 278,665.28
Antique, Experimental or Glider	1007	\$ 103,919.90	1006	\$ 102,934.93
<b>Total<sup>3,4</sup></b>	<b>1,427</b>	<b>\$ 944,341.05</b>	<b>1,430</b>	<b>\$ 570,145.11</b>

<sup>1</sup>Number of aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

<sup>2</sup>The data is determined by the date the check came into the Department.

<sup>3</sup>Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver. Breakdown for 2019: 1,152 Renewals (\$546,243.66) + 181 Back-billed (\$347,718.91) + 94 New (\$50,378.48) = 1,427 aircraft (\$944,341.05) Breakdown for 2020: 1,269 Renewals (\$424,482.64) + 30 Back-billed (\$74,779.08) + 131 New (\$70,883.39) = 1,430 aircraft (\$570,145.11)

<sup>4</sup>The data provided in the original report, dated September 6, 2019, did not include aircraft whose registration certificates were surrendered after their registration fees were received. This year's (SFY 2020) submission, dated September 4, 2020, now includes those aircraft. In addition, the SFY 2020 report also includes an update to the previous fiscal years (SFY 2017, SFY 2018, SFY 2019), for an accurate comparison.

## NUMBER OF AIRCRAFT REGISTERED<sup>1</sup> BY WEIGHT CLASS BY AIRPORT<sup>2</sup>

B18 - Alton Bay	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	0	1	2	1
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	0	0	0	0
	<b>Total<sup>3,4</sup></b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>

BML - Berlin	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	1	1	0	0
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	10	12	12	10
	<b>Total<sup>3,4</sup></b>	<b>11</b>	<b>13</b>	<b>12</b>	<b>10</b>

ASH - Boire Field	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	36	28	31	37
	3,001 - 8,000 lbs.	27	24	23	21
	8,001 - 12,500 lbs.	3	3	2	0
	over 12,500 lbs.	11	10	10	15
	Antique, Exp. or Glider	141	139	160	160
	<b>Total<sup>3,4</sup></b>	<b>218</b>	<b>204</b>	<b>226</b>	<b>233</b>

<sup>1</sup>Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

<sup>2</sup>The data is determined by the date the check came into the Department.

<sup>3</sup>Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

<sup>4</sup>The data provided in the original report, dated September 6, 2019, did not include aircraft whose registration certificates were surrendered after their registration fees were received. This year's (SFY 2020) submission, dated September 4, 2020, now includes those aircraft. In addition, the SFY 2020 report also includes an update to the previous fiscal years (SFY 2017, SFY 2018, SFY 2019), for an accurate comparison.

## NUMBER OF AIRCRAFT REGISTERED<sup>1</sup> BY WEIGHT CLASS BY AIRPORT<sup>2</sup>

CNH - Claremont	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	7	3	2	4
	3,001 - 8,000 lbs.	2	4	2	3
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	7	11	16	11
	<b>Total<sup>3,4</sup></b>	<b>16</b>	<b>18</b>	<b>20</b>	<b>18</b>

4C4 - Colebrook	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	0	0	2	1
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	6	6	6	6
	<b>Total<sup>3,4</sup></b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>7</b>

CON - Concord	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	8	9	6	8
	3,001 - 8,000 lbs.	3	7	5	9
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	47	60	74	80
	<b>Total<sup>3,4</sup></b>	<b>58</b>	<b>76</b>	<b>85</b>	<b>97</b>

<sup>1</sup>Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

<sup>2</sup>The data is determined by the date the check came into the Department.

<sup>3</sup>Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

<sup>4</sup>The data provided in the original report, dated September 6, 2019, did not include aircraft whose registration certificates were surrendered after their registration fees were received. This year's (SFY 2020) submission, dated September 4, 2020, now includes those aircraft. In addition, the SFY 2020 report also includes an update to the previous fiscal years (SFY 2017, SFY 2018, SFY 2019), for an accurate comparison.

## NUMBER OF AIRCRAFT REGISTERED<sup>1</sup> BY WEIGHT CLASS BY AIRPORT<sup>2</sup>

5B9 - Dean Memorial	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	4	3	2	1
	3,001 - 8,000 lbs.	1	2	0	2
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	7	11	8	7
	<b>Total<sup>3,4</sup></b>	<b>12</b>	<b>16</b>	<b>10</b>	<b>10</b>

EEN - Dillant-Hopkins	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	10	10	7	6
	3,001 - 8,000 lbs.	3	4	3	6
	8,001 - 12,500 lbs.	2	1	1	1
	over 12,500 lbs.	2	2	2	1
	Antique, Exp. or Glider	29	38	52	54
	<b>Total<sup>3,4</sup></b>	<b>46</b>	<b>55</b>	<b>65</b>	<b>68</b>

ERR - Errol	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	0	0	0	0
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	2	2	2	2
	<b>Total<sup>3,4</sup></b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>

<sup>1</sup>Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

<sup>2</sup>The data is determined by the date the check came into the Department.

<sup>3</sup>Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

<sup>4</sup>The data provided in the original report, dated September 6, 2019, did not include aircraft whose registration certificates were surrendered after their registration fees were received. This year's (SFY 2020) submission, dated September 4, 2020, now includes those aircraft. In addition, the SFY 2020 report also includes an update to the previous fiscal years (SFY 2017, SFY 2018, SFY 2019), for an accurate comparison.

## NUMBER OF AIRCRAFT REGISTERED<sup>1</sup> BY WEIGHT CLASS BY AIRPORT<sup>2</sup>

1B5 - Franconia	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	0	0	0	0
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	12	11	16	14
	<b>Total<sup>3,4</sup></b>	<b>12</b>	<b>11</b>	<b>16</b>	<b>14</b>

2G8 - Gorham	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	0	0	0	0
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	1	1	1	2
	<b>Total<sup>3,4</sup></b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>

7B3 - Hampton	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	4	7	6	4
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	49	51	57	73
	<b>Total<sup>3,4</sup></b>	<b>53</b>	<b>58</b>	<b>63</b>	<b>77</b>

<sup>1</sup>Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

<sup>2</sup>The data is determined by the date the check came into the Department.

<sup>3</sup>Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

<sup>4</sup>The data provided in the original report, dated September 6, 2019, did not include aircraft whose registration certificates were surrendered after their registration fees were received. This year's (SFY 2020) submission, dated September 4, 2020, now includes those aircraft. In addition, the SFY 2020 report also includes an update to the previous fiscal years (SFY 2017, SFY 2018, SFY 2019), for an accurate comparison.

## NUMBER OF AIRCRAFT REGISTERED<sup>1</sup> BY WEIGHT CLASS BY AIRPORT<sup>2</sup>

8B1 - Hawthorne Feather	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	0	0	0	0
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	13	11	11	12
	<b>Total<sup>3,4</sup></b>	<b>13</b>	<b>11</b>	<b>11</b>	<b>12</b>

AFN - Jaffrey	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	5	5	4	3
	3,001 - 8,000 lbs.	0	1	3	2
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	4	5	19	12
	<b>Total<sup>3,4</sup></b>	<b>9</b>	<b>11</b>	<b>26</b>	<b>17</b>

LCI - Laconia	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	19	18	28	21
	3,001 - 8,000 lbs.	11	14	24	25
	8,001 - 12,500 lbs.	3	0	1	0
	over 12,500 lbs.	1	1	1	1
	Antique, Exp. or Glider	54	52	62	71
	<b>Total<sup>3,4</sup></b>	<b>88</b>	<b>85</b>	<b>116</b>	<b>118</b>

<sup>1</sup>Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

<sup>2</sup>The data is determined by the date the check came into the Department.

<sup>3</sup>Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

<sup>4</sup>The data provided in the original report, dated September 6, 2019, did not include aircraft whose registration certificates were surrendered after their registration fees were received. This year's (SFY 2020) submission, dated September 4, 2020, now includes those aircraft. In addition, the SFY 2020 report also includes an update to the previous fiscal years (SFY 2017, SFY 2018, SFY 2019), for an accurate comparison.

## NUMBER OF AIRCRAFT REGISTERED<sup>1</sup> BY WEIGHT CLASS BY AIRPORT<sup>2</sup>

LEB - Lebanon	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	10	9	9	8
	3,001 - 8,000 lbs.	12	12	8	15
	8,001 - 12,500 lbs.	2	3	1	1
	over 12,500 lbs.	4	2	2	2
	Antique, Exp. or Glider	15	19	19	21
	<b>Total<sup>3,4</sup></b>	<b>43</b>	<b>45</b>	<b>39</b>	<b>47</b>

MHT - Manchester	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	11	9	10	10
	3,001 - 8,000 lbs.	8	8	15	11
	8,001 - 12,500 lbs.	11	10	8	9
	over 12,500 lbs.	13	12	13	12
	Antique, Exp. or Glider	29	36	50	55
	<b>Total<sup>3,4</sup></b>	<b>72</b>	<b>75</b>	<b>96</b>	<b>97</b>

5M3 - Moultonboro	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	2	2	0	-
	3,001 - 8,000 lbs.	1	2	0	-
	8,001 - 12,500 lbs.	0	0	0	-
	over 12,500 lbs.	0	0	0	-
	Antique, Exp. or Glider	30	26	5	-
	<b>Total<sup>3,4</sup></b>	<b>33</b>	<b>30</b>	<b>5</b>	<b>n/a<sup>5</sup></b>

<sup>1</sup>Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

<sup>2</sup>The data is determined by the date the check came into the Department.

<sup>3</sup>Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

<sup>4</sup>The data provided in the original report, dated September 6, 2019, did not include aircraft whose registration certificates were surrendered after their registration fees were received. This year's (SFY 2020) submission, dated September 4, 2020, now includes those aircraft. In addition, the SFY 2020 report also includes an update to the previous fiscal years (SFY 2017, SFY 2018, SFY 2019), for an accurate comparison.

<sup>5</sup>Airport owner changed airport status from Public to Private as of 07/01/2019. As a result of being a Private airport, the aircraft totals for SFY2020 are being counted under the SAS - State Airport System.

## NUMBER OF AIRCRAFT REGISTERED<sup>1</sup> BY WEIGHT CLASS BY AIRPORT<sup>2</sup>

HIE - Mt. Washington	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	6	3	3	3
	3,001 - 8,000 lbs.	10	5	4	4
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	24	25	33	26
	<b>Total<sup>3,4</sup></b>	<b>40</b>	<b>33</b>	<b>40</b>	<b>33</b>

2N2 - Newfound Valley	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	1	1	0	0
	3,001 - 8,000 lbs.	1	1	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	1	1	3	3
	<b>Total<sup>3,4</sup></b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>

2B3 - Parlin Field	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	6	6	5	7
	3,001 - 8,000 lbs.	1	2	5	2
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	17	16	19	21
	<b>Total<sup>3,4</sup></b>	<b>24</b>	<b>24</b>	<b>29</b>	<b>30</b>

<sup>1</sup>Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

<sup>2</sup>The data is determined by the date the check came into the Department.

<sup>3</sup>Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

<sup>4</sup>The data provided in the original report, dated September 6, 2019, did not include aircraft whose registration certificates were surrendered after their registration fees were received. This year's (SFY 2020) submission, dated September 4, 2020, now includes those aircraft. In addition, the SFY 2020 report also includes an update to the previous fiscal years (SFY 2017, SFY 2018, SFY 2019), for an accurate comparison.

## NUMBER OF AIRCRAFT REGISTERED<sup>1</sup> BY WEIGHT CLASS BY AIRPORT<sup>2</sup>

PSM - Portsmouth	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	26	25	23	17
	3,001 - 8,000 lbs.	20	16	21	19
	8,001 - 12,500 lbs.	45	35	44	40
	over 12,500 lbs.	14	18	21	24
	Antique, Exp. or Glider	42	43	48	53
	<b>Total<sup>3,4</sup></b>	<b>147</b>	<b>137</b>	<b>157</b>	<b>153</b>

1P1 - Plymouth	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	1	1	1	1
	3,001 - 8,000 lbs.	1	1	1	1
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	9	8	9	9
	<b>Total<sup>3,4</sup></b>	<b>11</b>	<b>10</b>	<b>11</b>	<b>11</b>

DAW - Skyhaven	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	5	7	5	5
	3,001 - 8,000 lbs.	2	2	2	4
	8,001 - 12,500 lbs.	0	0	2	4
	over 12,500 lbs.	1	1	0	0
	Antique, Exp. or Glider	29	34	38	44
	<b>Total<sup>3,4</sup></b>	<b>37</b>	<b>44</b>	<b>47</b>	<b>57</b>

<sup>1</sup>Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

<sup>2</sup>The data is determined by the date the check came into the Department.

<sup>3</sup>Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

<sup>4</sup>The data provided in the original report, dated September 6, 2019, did not include aircraft whose registration certificates were surrendered after their registration fees were received. This year's (SFY 2020) submission, dated September 4, 2020, now includes those aircraft. In addition, the SFY 2020 report also includes an update to the previous fiscal years (SFY 2017, SFY 2018, SFY 2019), for an accurate comparison.

## NUMBER OF AIRCRAFT REGISTERED<sup>1</sup> BY WEIGHT CLASS BY AIRPORT<sup>2</sup>

8B2 - Twin Mountain	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	1	1	1	1
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	0	0	0	0
	<b>Total<sup>3, 4</sup></b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

SAS - State Airport System	Weight class	Number of Aircraft			
		SFY2017	SFY2018	SFY2019	SFY2020
	0 - 3,000 lbs.	20	20	18	20
	3,001 - 8,000 lbs.	11	15	20	23
	8,001 - 12,500 lbs.	3	5	4	1
	over 12,500 lbs.	1	3	7	8
	Antique, Exp. or Glider	124	144	287	260
	<b>Total<sup>3, 4</sup></b>	<b>159</b>	<b>187</b>	<b>336</b>	<b>312</b>

<sup>1</sup>Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

<sup>2</sup>The data is determined by the date the check came into the Department.

<sup>3</sup>Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

<sup>4</sup>The data provided in the original report, dated September 6, 2019, did not include aircraft whose registration certificates were surrendered after their registration fees were received. This year's (SFY 2020) submission, dated September 4, 2020, now includes those aircraft. In addition, the SFY 2020 report also includes an update to the previous fiscal years (SFY 2017, SFY 2018, SFY 2019), for an accurate comparison.

**NUMBER OF AIRCRAFT REGISTERED<sup>1</sup> BY WEIGHT CLASS<sup>2</sup>**  
**SFY2017 - SFY2018 - SFY2019 - SFY2020**

Weight class	Number of Aircraft Registrations			
	SFY2017	SFY2018	SFY2019	SFY2020
0 - 3,000 lbs.	183	169	165	158
3,001 - 8,000 lbs.	114	120	136	147
8,001 - 12,500 lbs.	69	57	63	56
over 12,500 lbs.	47	49	56	63
Antique, Experimental or Glider	702	762	1007	1006
<b>Total<sup>3, 4</sup></b>	<b>1115</b>	<b>1157</b>	<b>1427</b>	<b>1430</b>

<sup>1</sup>Number of aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

<sup>2</sup>The data is determined by the date the check came into the Department.

<sup>3</sup>Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver. Breakdown for 2019: 1,152 Renewals (\$546,243.66) + 181 Back-billed (\$347,718.91) + 94 New (\$50,378.48) = 1,427 aircraft (\$944,341.05) Breakdown for 2020: 1,269 Renewals (\$424,482.64) + 30 Back-billed (\$74,779.08) + 131 New (\$70,883.39) = 1,430 aircraft (\$570,145.11)

<sup>4</sup>The data provided in the original report, dated September 6, 2019, did not include aircraft whose registration certificates were surrendered after their registration fees were received. This year's (SFY 2020) submission, dated September 4, 2020, now includes those aircraft. In addition, the SFY 2020 report also includes an update to the previous fiscal years (SFY 2017, SFY 2018, SFY 2019), for an accurate comparison.

**SUMMARY BREAKDOWN OF NUMBER OF AIRCRAFT REGISTERED BY WEIGHT CLASS<sup>1</sup>**  
**SFY2017 - SFY2018 - SFY2019 - SFY2020**

Weight class	SFY2017			
	Total Number of Aircraft Registrations <sup>2</sup>	Breakdown of Total		
		Number of Renewal Registrations <sup>3</sup>	Number of Back-Billed Registrations <sup>4</sup>	Number of New Aircraft Registrations <sup>5</sup>
0 - 3,000 lbs.	183	174	9	DATA NOT AVAILABLE
3,001 - 8,000 lbs.	114	112	2	
8,001 - 12,500 lbs.	69	66	3	
over 12,500 lbs.	47	45	2	
Antique, Experimental or Glider	702	687	15	
<b>Total<sup>6</sup></b>	<b>1,115</b>	1084	31	

Weight class	SFY2018			
	Total Number of Aircraft Registrations <sup>2</sup>	Breakdown of Total		
		Number of Renewal Registrations <sup>3</sup>	Number of Back-Billed Registrations <sup>4</sup>	Number of New Aircraft Registrations <sup>5</sup>
0 - 3,000 lbs.	169	154	10	5
3,001 - 8,000 lbs.	120	105	8	7
8,001 - 12,500 lbs.	57	53	0	4
over 12,500 lbs.	49	42	4	3
Antique, Experimental or Glider	762	714	35	13
<b>Total<sup>6</sup></b>	<b>1,157</b>	1,068	57	32

Weight class	SFY2019			
	Total Number of Aircraft Registrations <sup>2</sup>	Breakdown of Total		
		Number of Renewal Registrations <sup>3</sup>	Number of Back-Billed Registrations <sup>4</sup>	Number of New Aircraft Registrations <sup>5</sup>
0 - 3,000 lbs.	165	136	18	11
3,001 - 8,000 lbs.	136	100	21	15
8,001 - 12,500 lbs.	63	55	2	6
over 12,500 lbs.	56	43	5	8
Antique, Experimental or Glider	1,007	818	135	54
<b>Total<sup>6</sup></b>	<b>1,427</b>	1,152	181	94

Weight class	SFY2020			
	Total Number of Aircraft Registrations <sup>2</sup>	Breakdown of Total		
		Number of Renewal Registrations <sup>3</sup>	Number of Back-Billed Registrations <sup>4</sup>	Number of New Aircraft Registrations <sup>5</sup>
0 - 3,000 lbs.	158	140	4	14
3,001 - 8,000 lbs.	147	121	2	24
8,001 - 12,500 lbs.	56	50	0	6
over 12,500 lbs.	63	48	1	14
Antique, Experimental or Glider	1,006	910	23	73
<b>Total<sup>6</sup></b>	<b>1,430</b>	1,269	30	131

<sup>1</sup>The data is determined by the date the payment was received by the Department.

<sup>2</sup>Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft that were issued either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

<sup>3</sup>Renewal Registrations are previously registered aircraft renewing their registration.

<sup>4</sup>Back-Billed Registrations are those aircraft that were not new to the State of NH and the registration fees collected were for prior years when they were not in compliance with RSA 422:31 Fees.

<sup>5</sup>New Aircraft Registrations are those aircraft that came into the State of NH after July 1, 2018 and were manually counted by the Department.

<sup>6</sup>The data provided in the original report, dated September 6, 2019, did not include aircraft whose registration certificates were surrendered after their registration fees were received. This year's (SFY 2020) submission, dated September 4, 2020, now includes those aircraft. In addition, the SFY 2020 report also includes an update to the previous fiscal years (SFY 2017, SFY 2018, SFY 2019), for an accurate comparison.